

The Hongkong Telegraph.

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THURSDAY, JULY 16, 1903.

四拜禮

號六十月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office: YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$15,000,000

Sterling Reserve \$10,000,000

Silver Reserve \$5,000,000

RESERVE LIABILITY OF PROFITORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. DICKSON, Esq.

E. Goetz, Esq.

G. H. MEDHURST, Esq.

C. Michell, Esq.

H. Schubert, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th May, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 per

cent. per annum.

Depositors may transfer, at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital \$1,000,000

PAID-UP CAPITAL \$324,374

HEAD OFFICE: HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shing, Esq. J. Lau, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow,
Canton, Tientsin (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCINTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [19]

Ships.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	BENGAL	About 17th July	Freight and Passage.
LONDON, &c.	DALLAARAT	Noon, 18th July	See Special Advertisement.
SINGAPORE, COLOMBO and BOMBAY	MAZAGON	About 24th July	Freight only.
(Calling at Penang if sufficient inducement offers).	CANDIA	About 24th July	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	E. G. Andrews	July	
(Passing through the Inland Sea).	CEYLON	About 24th July	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	C. D. Bennett, R.N.R.	July	

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 15th July, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*HAMBURG	WEDNESDAY, 22nd July.
*PRINZ HEINRICH	THURSDAY, 6th August.
*SACHSEN	THURSDAY, 20th August.
*KIAUTSCHOU	THURSDAY, 3rd September.
*BAVERN	THURSDAY, 17th September.
*ZIETEN	WEDNESDAY, 30th September.
*SEIDLITZ	WEDNESDAY, 14th October.
*ROON	WEDNESDAY, 28th October.

ON WEDNESDAY, the 22nd day of July, 1903, the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 20th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 21st instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 21st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS. [563c]

Hongkong, 10th July, 1903.



LANE CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50 Per 5 Catty Box, \$10.00. [731e]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.
SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

MACAO HOTEL.

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer. The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision. PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors. AT REASONABLE RATES. A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.
STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor. E. G. JORDAN,
Manager. [641c]

Intimations.

"I hear they want more

Bovril
is the best
beverage;
because it not only
stimulates, but tones-
up and builds-up body
and brain.
Added
to gravies, hashes,
stews, etc., BOVRIL
makes them immense-
ly stronger, richer, and
more palatable and
nourishing.

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.

LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chamulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Malsura, Kure, Shimonosaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. N. INUZUKA, Manager, Hongkong [563c]

THE DISTILLERS Co., LIMITED.

WHISKY.
D. C. L.
GIN. Per Doz. - \$16.50
"OLD TOM"
"DRY"
Per Doz. - \$9.00

SOLE AGENTS:

H. PRICE & Co.,
12, Queen's Road.

[552c]



TURKISH REGIE CIGARETTES.

SELAM, YASHMAK, KARCHI.
IN FIRST-CLASS CONDITION.

CALDBECK, MACGREGOR & Co.
SOLE AGENTS.

16, Queen's Road,
Hongkong, 16th July, 1903. [52]

OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "VOSEMITE"

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.
POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.
TERMS:—\$4.00 to \$7.00 per day. \$65 to \$120 per month.
JAS. D. M. CAMERON,
Manager. [55]

Hongkong, 5th May, 1903.

MARLBOROUGH HOUSE

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms

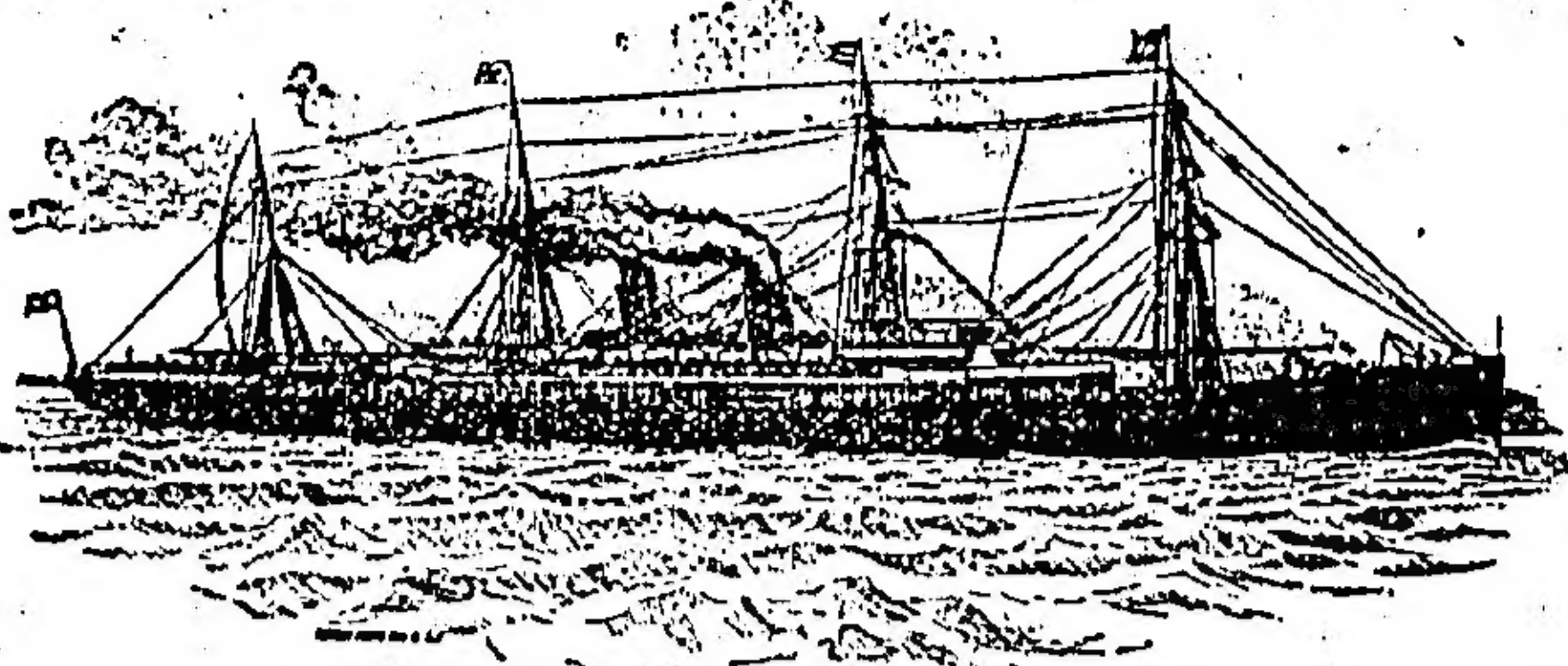
the Day or Month. Telephone: No. 580.

Telegraphic Address: "MARLBOROUGH" Mrs. NAZER. [574c]

Shanghai, 6th June, 1903.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
"AMERICA MARU".....WEDNESDAY, 22nd July, at Daylight.
"KOREA".....TUESDAY, 28th July, at Noon.
"GABLO".....TUESDAY, 4th August, at Noon.
"HONGKONG MARU".....FRIDAY, 14th August, at Noon.
"CHINA".....SATURDAY, 22nd August, at Noon.
"DORIO".....TUESDAY, 1st September, at Noon.
"NIPPON MARU".....TUESDAY, 8th September, at Noon.
"SIBERIA".....WEDNESDAY, 16th September, at Noon.
"COPTIC".....SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 22nd instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 15th July, 1903.

RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed—19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).			
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	"	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	"	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 26th August.
"TARTAR"	6,000	"	WEDNESDAY, 23rd September.
"EMPRESS OF CHINA"	4,425	"	WEDNESDAY, 7th October.
"ATHENIAN"	3,882	"	WEDNESDAY, 21st October.
"EMPRESS OF INDIA"	6,000	"	WEDNESDAY, 4th November.
"TARTAR"	6,000	"	WEDNESDAY, 18th November.
"EMPRESS OF CHINA"	4,425	"	WEDNESDAY, 16th December.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th June, 1903. D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS DESTINATIONS SAILING DATES

URBERG.....HAMBURG.....17th July.....Freight.

URBURG.....HAMBURG.....29th July.....Freight and Passengers.

ADENIA.....HAMBURG.....12th August.....Freight.

ADENIA.....HAMBURG.....26th August.....Freight.

ADENIA.....HAMBURG.....9th Sept.....Freight and Passengers.

ADENIA.....HAMBURG.....23rd Sept.....Freight.

ADENIA.....HAMBURG.....about middle of August.....

ADENIA.....HAMBURG.....

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....2,363 tons.....Captain H. D. Jones.
"POWAN,".....2,338 ".....G. F. Morrison, R.N.R.
"FATSHAN,".....2,250 ".....A. W. Dixon.
"HANKOW,".....3,073 ".....C. V. Lloyd.
"KINSHAN,".....2,360 ".....J. J. Lossius.
Departures from HONGKONG to CANTON daily at about 7 A.M. to A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons.....Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....2,19 tons.....Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,".....599 tons.....Captain R. D. Thomas.
"SAINAM,".....588 ".....B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903. 1357e

Antimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex
Factory.
In Bags of 250 lbs. Net £3.00 per Bag ex
Factory.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th May, 1903. 19

MACEWEN, FRICKEL & CO.

have undertaken the Sole Agency in
Hongkong for

18th June, 1903. 650e

18th June, 1903. 650e

18th June, 1903. 650e

18th June, 1903. 650e

18th June, 1903. 650e

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18th June, 1903. 650e

Antimations.

NAVY CONTRACT.

TENDERS are invited for the SUPPLY of
LABOUR and UNKS in connection
with the COALING of H.M. FLEET, etc.;
at Hongkong for a Period of 12 Months from
the 1st August, 1903.

Forms of Tender can be obtained on Application to the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, and should be returned not later than NOON, on WEDNESDAY, the 22nd July, 1903.

A Deposit of One Hundred Dollars will be required with each Tender, to be returned if the Tender is declined.

Hongkong, 14th July, 1903. 841e

Hongkong, 14th July, 1903. 841e

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REMINISCENCES AND ANECDOTES.

The Boer War, while partially, or wholly contributing to the Federation of the Empire, has been the means of making considerable addition to literature, quite apart from the drift of "Khaki" productions. Of these *A Few Reminiscences and Anecdotes* by Captain William Hay, C. B. (Simpkin and Marshall) and *An Autobiography of Lieutenant-General Sir Harry Smith, Baronet of Alwalton, the Suttley, G. C. B.* (Meeway), may be honourably mentioned. Both these contributions were lying in the hands of their respective relatives in manuscript (runs for the space of over half a century, both chiefly relate to the eventful period between 1800 and 1825, and it is interesting to learn that they certainly never would have seen the light but for the sudden and special attraction of the nation to the condition of our army and to the quite accidental interest in Sir Harry Smith and his wife aroused by the siege of Ladysmith. While reading these books we live for a little at the very heart of England in one of the epochs best worth living in, and although they are in the hands of the public since more than a year the *Anecdotes and Reminiscences* will lose nothing by any amount of repetition.

The gratitude of the world of readers is due to Mrs. S. C. L. Wood, for at last publishing the *Reminiscences and Anecdotes* and we really owe everything to her interest and pleasant fidelity. As a child she so delighted to hear her father's tales of the Peninsula and of Waterloo that between 1840 and his death in 1851; he wrote them down for her. There is a singular difference in our personal knowledge of the fighting under Wellington, and the equally fine fighting under Marlborough a century earlier.

William Hay was descended from the first Marquis of Tweeddale, and was born at Spott House, near Dunbar, in October 1792. He was given his first commission, in 1809, in the 52nd Light Infantry, at the express wish of his father's friend the famous Sir John Moore, lately dead. Sir John had devoted special attention to this regiment—which by the way is now stationed in Bombay—and had stipulated that the yearly allowance of young officers in addition to pay had better not exceed £100 a year, and in no case should exceed £100. About a year was spent in garrison life, during which time Ensign Hay gloried in poaching, and marched with his regiment to London to help to quell the Bampfey riots. In the summer of 1810, when not eighteen, the longed-for order to the front came, and he left Portsmouth in a Dug carrying with him an unsolicited gift of £50 from his mother. After a month's voyage he landed in Lisbon reaching headquarters, two evenings after the battle of Busaco, just in time for Wellington's great retreat as fine as any battle, upon the heights of Torres Vedras. "The weather was wet and cold, and the roads in the most dreadful state, and I shall never forget the shock to my nervous system on seeing the careless way the bodies of dead men were trodden on as we passed them lying in the muddy roads! He was gay and contented, taking small thought for the morrow; my clothes were never off my back or my shoes off my feet any night during that winter." He must have been an exception among the officers of that day, in that he never betted, or drank spirits; but he was the cause of much betting through his feats in pedestrianism and in riding. He claims, on one occasion, to have ridden fifteen miles and back again, over dreadful mountain passes on a little Portuguese mare, within two hours and a half. Years afterwards, in Canada, he had a horse which often took him "across the show in a light sledge, twenty miles in the hour." He was once knocked off his horse by a large, white-headed eagle, one of hundreds which were feeding on the dead. Here, as later in France, he noticed the herds of wolves which followed the armies.

Martinez in that, as well as in every age, were not wanting and "an act of diabolical tyranny" on the part of a General Crawford is thus related. On a hot march he had ordered men, for the sake of refreshment, to wade waist-deep through a stream, stationing himself, with his staff, in the middle of the bridge; yet observing "two or three of the 95th take some water in their hands to cool their parched mouths—instinctively the halt was sounded the brigade ordered to retrace their steps, the whole division formed into hollow square, and these unfortunate men paraded, stripped and flogged." Ensign Hay approved himself so well during his first year at the front that in the summer of 1811, double-helmed by the Tweeddale influence which he commanded, he was given a lieutenancy in the "swell" 12th Light Dragoons. He was loth to leave his beloved first regiment, but the temptation was too great for "a poor walking ensign to become the owner of a charger at once and to enjoy the comparative comforts of a cavalry regiment, such as the 12th then had, just fresh from England with new outfits while "we were in rags." He had no more than time to admire the smartness of his new comrades than he fell seriously ill, from fatigue and over-exertion, and had to be invalided home while still so young that he rarely had occasion to look in a glass, since he had no beard to shave. He returned to the Peninsula in 1812 as an experienced old soldier, aged twenty, in time for Wellington's disastrous retreat from Burgos, the horrors of which are so little known in comparison with those of Napoleon's exactly simultaneous retreat from Moscow. "The roads were strewn with dead and dying men dropped from exhaustion and fatigue. I one morning counted thirteen men dead around one fire—I should say starved to death." Terrible things were done, as well as suffered, by our desperate men and Hay could not help wondering "what our tyrannical General Crawford would have done had he been alive, and witnessed the scene; at least to be consistent, he must have hanged half the famished soldier." On finally rejoining his regiment Hay had been amazed at the change in their appearance

which had been wrought by a year's campaigning; the edge was off everything but their swords and their spirits; and it was this unconquerable spirit of the British soldier to which Captain Hay often testifies which enabled the sorely-pressed army to pull through.

The darkest hour is said to be before the dawn; and after the spring of 1813 nothing was to prevent that march across Spain which is one of the purest glories of British arms. The Battle of Vittoria, on the 21st of June, which was responsible for the name of our late beloved Queen, seemed to Hay "the most total overthrow of the Grand Army of France that could well be imagined." He spent the first half of 1814 on the staff of the Earl of Dalhousie in delightful quarters at Bourdeaux and gave full play to his somewhat unseemly fondness for practical jokes. In Portugal despite the strict orders of the Duke, he had known how to do himself well if it were only by taking quarters in the house of the priest, which was sure to be the least attractive and the best provisioned in the village. Once in the pass of Villa Valle, he put up his friend Evans to a joke or two; they decapitated a sheep, but had to lie low in hiding with the carcass, which was finally eaten. After two years Evans turned up in Hay's bedroom at Bourdeaux, while the latter was hurriedly dressing to dine with Lord Dalhousie. By good acting Evans managed to array himself in a complete outfit of Hay's best, while seeming to walk about the room; then "How do I look?" he asked, with the handle of the door in his hand. "Oh, very well." "Then, good morning," he said, looking the door from outside, and adding, "Recollect the pass of Villa Valle." Of the many fresh facts here given about Waterloo, we can only mention that four days after the battle Hay saw "several patrols of Prussians shooting their own and the French wounded soldiers, who were beyond recovery," and that in spite of the seeming barbarity, he felt this was the best thing that could be done.

The autobiography of Sir Harry Smith has rested through all these years, in the hands of Sir Edward Holdich, his old aide-de-camp, and is now edited in masterly style, and with rare self-suppression, by his great-nephew, Mr. Moore Smith. Although at least two outstanding battles, Alwal and Boomplaat, are for ever associated with his name, Harry Smith was not in the first line of warriors in his strenuous generation, that immediately following Wellington. Among his close associates and practical contemporaries, Lord Seaton, Lord Keane, and Lord Gough, attained higher honours. But unlike these Harry Smith both read and did write. His pen has remedied what was lacking in his fortune, and we can now know him far better than we shall ever know his more famous comrades.

The first volume of these memoirs brings the tale down to 1825, when Harry Smith was nearly 33. It tells of South and North America, also of all of the glorious Peninsula, Waterloo, and France then of Scotland, Nova Scotia and "Ainla. He was born on the 17th of July, 1787, at Whitley in Cambridgeshire. His father was a country surgeon, a delightful character as he here appears in glimpses, and one who was somehow able to launch his eleven children rather expensively in life. Harry Smith got his commission in the 95th Regiment (afterwards the famous Rifle Brigade) in May 1803. Two years later he was in the disastrous expedition to Buenos Ayres the conduct of which he condemns vehemently. At Monte Video he was nursed in a kind-Spanish family, the old lady of which was in vain eager to have him take her daughter, plus \$20,000—with herds and houses. He entered upon the great Peninsula Campaign, in 1808, with the advantage of knowing Spanish. He was never really subaltern, for in South America he had been adjutant; he was given command of a company on his return, and in Spain, he either had a Company, or, as brigade-major, was the associate, and often the director, of generals. He took part in the unspeakable awful retreat to Corunna, and says: "On embarkation many fell asleep in their ships, and never awoke for three days and nights, until in a gale we reached Southampton." He got to his home "a living, still active skeleton, near naked, and eaten up with vermin"; and he never forgot the tenderness with which he was received. In the spring of 1809 he was back in the Peninsula, which he never left until four and a half years later, through the Pyrennes. He was badly wounded in the ankle at the Coa in 1810; but this was the only wound of his life, and was the means of getting him the brigade-majorship of the 2nd Light Brigade.

Of the rich stories that are to be found on every other page of the volume, space prevents us from quoting except two. Once the Brigade enters at night a village already occupied by Lord Hill, every hole full up. General Vandeleur, the amusing Irish Brigadier, walks into a nice clean little room, with a cheerful fire, tenanted by a Captain of the Waggon Train. "Who are you, Sir?" asks the General, and the poor Captain answers, saying that these are his quarters. "I, sir, am General Vandeleur, and am glad to see you in my quarters for five minutes!" The Captain quietly picks up his traps and retires, no one knows where. Again after the dreadful storming of Badajoz, April 6th, 1812, our soldiers committed atrocities upon the citizens worse than the French ever did. Among the sufferers was a handsome and spirited Spanish girl of barely fourteen, fresh from the convent, named Juana Maria de los Dolores de Leon, descended from Ponce de Leon. She was staying with her married sister, who brought her in desperation to the English camp to put her in charge of any officer who would protect her. Johnny (afterwards Sir John) Kinkaid and Harry Smith were standing at the door of

Smith's tent when Juana came up in such dire misery and helplessness, begging for protection, but even then, beautiful as the day, with "delicate freshness—more English than Spanish" Kinkaid loved her, but was slow,

and in the meantime another and more impudent fellow, stepped in and won her!" Thus did Harry Smith win his passionately loving wife, his guardian angel, throughout "a restless life of war in every quarter of the globe." She made the campaign of Spain, of France and of Waterloo, with him in the most romantic manner; she was the darling of the army; every one from the Duke downwards called her Juana; she was introduced to the Emperor of Russia by Wellington as *ma petite guerriere Espagnole*; and from her the two famous Ladysmith was named.

The most admired Peninsula warrior, "inferior to no one but the Duke" was the noble John Colborne (afterwards Lord Seaton). No where else that we know of does Wellington appear so amiable, so truly great, as here. Out of many good anecdotes of him we can mention but one, which was inspiration to Harry Smith in after life of the Duke, when everything had gone wrong at the stiff battle of Toulouse, exclaiming: "Ha, by God, this won't do; I must try something else." Harry Smith learned at New Orleans that the Americans "were not accustomed to the civility of war, like our old associates the French" and nearly lost foot through their firing upon his flag of truce. For Waterloo (where he had two brothers both unhurt) he received, when barely 28, a Lieutenant-Colonelcy and C.B.; seven years later he neglected a chance of being knighted.

Intimations.

THE CANTON LAND COMPANY, LIMITED.

THE FIFTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road, Hongkong, on SATURDAY, the 18th July, 1903, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 18th July, 1903, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th July, 1903. [808e]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of Directors, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 4th August, inclusive.

By Order of the Board of Directors, J. GOOSMANN, Acting Secretary.

Hongkong, 15th July, 1903. [844e]

WANTED.

AN ASSISTANT MATRON (Qualified, Midwife) for the HOSPITAL for SOLDIERS, WIVES and CHILDREN, Queen's Road, from 1st August, 1903. Salary \$50 a month, Free Quarters and rations. Apply to SENIOR MEDICAL OFFICER, Station Hospital, Wellington Barracks. Hongkong, 15th July, 1903. [847e]

THE ROBINSON PIANO Co., LTD.

PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property).....	Upright	\$550
SCHIEDMEYER, Grand	550	400
HOPKINSON, Grand	550	300
RUSSELL Transposing	750	350
ROBINSON PIANO CO., LD., Transposing	760	500
RUSSELL Transposing	775	500
APOLLO (Secondhand) Horizontal Grand	900	100
SPAETHIE, Upright Grand	575	400
CHAPPEL, Secondhand	675	225
ARELL, (Secondhand), Concert Upright Grand	800	450
NEEDHAM, (Secondhand), Upright Grand	800	450
ROBINSON PIANO CO., LD., Cottage	475	400
ROBINSON PIANO CO., LD., Cottage	475	400
BROADWOOD	600	475
ROBINSON PIANO CO., LD., Do.	650	450
Do.	300	150
BORD, Pianette, (Owner's property)	—	285
ORCHESTRION	900	150
SCHIEDMEYER, (Secondhand)	600	350
ROSENKRANZ, Secondhand	450	390
WERNER, Upright Grand (owner's property)	—	450
RACHALS, (Secondhand)	750	400

"MUSIC CLEARANCE SALE. Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2. Song Folios containing over 100 songs by well known composers. Operas by Sullivan, deKoven, Planquette, etc. Slightly Soiled Scores. Collections of Songs by Glover, Gatty, Rockel, etc. Musical Sketch Books, Pianoforte Recreations.

DANCE ALBUMS, SONG FOLIOS, &c. Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates. Clearance sale to 30th September, only, to make room for new Stocks coming to hand. Hongkong, 16th July, 1903. [419e]

Intimations.

A CONTENTED WOMAN.

Aside from form or features, she has an attractiveness all her own. The bloom on her cheek, the elasticity in her step, the ring of her voice, her enjoyment of life—all these are magnets which draw others to her side. Wonderful and valuable as it is, health is not so difficult a thing to obtain as some discouraged ones think. Most of the troubles of women arise from impure blood, impaired nutrition, low vitality and general debility. Modern science furnishes the most successful of remedies for these conditions—namely

WAMPOLE'S PREPARATION.

It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Taken before meals it improves the appetite, makes fat, restores vitality, enriches the blood and cures those weaknesses peculiar to the sex, which are the seat of their troubles. It is a blessing to Tired Wives, Nursing Mothers and Girls growing into womanhood. It colours the pale faces and rounds out the hollow chests. In a word, it nourishes and develops the entire body, and brings happy surprises to feeble, hopeless and discouraged sufferers. Dr. E. J. Boyes says: "I have found it a preparation of great merit. In a recent case a patient gained nearly twenty pounds in two months' treatment, in which it was the principal remedial agent." It is the typical medicinal success of our age, for time has proved our claims are supported by results, and a remedy which acts in harmony with nature's own efforts and processes. No demand has been made upon it for relief and cure, that has not met with instant response. One bottle convinces. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

8

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association of the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1903, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on Application at the OFFICE of the Company on and after TUESDAY, 28th July. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 28th inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 15th July, 1903. [845e]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND of SIX DOLLARS AND A HALF per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th inst., on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th inst., both days inclusive.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited. Hongkong, 14th July, 1903. [838e]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of SIX DOLLARS per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th inst., on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 28th inst., both days inclusive.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 14th July, 1903. [839e]

THE EASTERN EXTENSION & GREAT NORTHERN TELEGRAPH COMPANIES.

REDUCED CHARGES TO EUROPE.

COMMENCING the 15th inst., the Rate per word charged on Telegrams to Europe (except Russia and Caucasus) will be reduced from 700 to 500 Francs 5.50 and the Currency Rate, which is subject to revision, will be reduced from \$3.35 to \$2.65.

J. M. BECK, Superintendent.

Hongkong, 8th July, 1903. [803e]

Notices of Firms.

WANCHAI STORING COMPANY.

NOTICE is hereby given that Messrs. SHEWAN, TOMES & CO. have This Day been Re-appointed to act as AGENTS of the WANCHAI STORING COMPANY until further notice.

SHEWAN, TOMES & CO. Hongkong, 14th July, 1903. [835e]

RUSSO-CHINESE BANK.

THE BANK OF SOUTH CHINA having been taken over with all ASSETS and LIABILITIES by this Bank, a BRANCH of the RUSSO-CHINESE BANK will be OPENED in Hongkong, on TUESDAY, the 14th inst., under the Management of Messrs. J. W. R. TAYLOR and P. A. SCHUMBERGER, Mr. A. R. CARRE being empowered to sign Per Pro. curation.

TEMPORARY OFFICES (while New Offices in PRINCE'S BUILDINGS are being built), VICTORIA HOTEL BUILDINGS, ICE HOUSE STREET.

Hongkong, 15th July, 1903. [831e]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	Kobe and Yokohama	FRIDAY, 17th July, at Daylight.
N. T. Grant	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 17th July, at 4 P.M.
YAWATA MARU	Kobe	WEDNESDAY, 22nd July, at Noon.
KAGOSHIMA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 25th July, at Daylight.
TAMBA MARU	BOMBAY, via SINGAPORE and COLOMBO	MONDAY, 27th July, at 4 P.M.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe and YOKOHAMA	TUESDAY, 28th July, at 4 P.M.
RIOJUN MARU*	Kobe and Yokohama	FRIDAY, 31st July, at Daylight.
KAMAKURA MARU		

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 151 Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 16th July, 1903.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

FRITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

P. & O. Steamship

"BALLARAT."

Captain F. R. Summers, carrying 1100 tons, will be despatched from this for BOMBAY, on SATURDAY, the 18th inst. at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamship proceeding direct to Marseilles and London other Cargo for London, &c., will be conveyed by Bombay with Transhipment.

Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

F. A. HEWITT, Superintendent.

Hongkong, 6th July, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH THE NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.

Tons.

Captains.

1903.

Victoria 3,502 | J. Pantou | Aug. 1 || Pleasant | 3,753 | F. G. Purinton | Aug. 15 |
| Olympia | 2,837 | J. Truebridge | Sept. 10 |

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th July, 1903. [874d]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES AFTERNOON TEA ROOMS.

PRIVATE BAR AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hôte at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [811e]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 A.M. the Company's Steamship "POLYNESIEN," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 27th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Agent.

Hongkong, 14th July, 1903. [1004e]

To be Let.

TO LET.

AN OFFICE at No. 2, CONNAUGHT ROAD.

Apply to THE HONGKONG & KOWLOON WHARF & GODOWN CO., LD. Hongkong, 15th July, 1903. [848e]

TO LET.

ONE or TWO ROOMS at No. 12, ARBUTHNOT ROAD (entrance from Wyndham Street also).

Apply to C. M. Hongkong Hotel (Secretary's Office). Hongkong, 14th July, 1903. [842e]

GODOWN TO LET.

Intimations.

WATSON'S
HOUSEHOLD REMEDIES
FOR THE SUMMER.

PRICKLY
HEAT LOTION

One of our most popular preparations,
which has stood the test of fifty
years. Cools the skin and removes
irritation at once.

RINGWORM
REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and
Dhobi Itch.

HOUSEHOLD
AMMONIA

Try it in your bath and you will feel all
the better for it. For cleansing silver-
ware, jewellery, and clothing, it is
without equal.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 14.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE
DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
ASTOR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

**ARMICHAEL AND
CLARKE,**
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "ARMICHAEL," Hongkong.
B. C. Code, 4th Edition.
C. Code.
Reber's Standard Code.

TELEPHONE, 232.
Hongkong, 20th March, 1903. [395e]

BEER to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.

All communications intended for publication in
the "HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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world is 30 cents per quarter.
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five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 16, 1903.

WESTERN KNOWLEDGE FOR
CHINESE.

Comparatively speaking, but little is known
of the facilities which are afforded the Chi-
nese of the better class for acquiring
Western knowledge in one of the best
equipped institutions, as regards its projected
personnel, in China that is within our know-
ledge. The Christian College in China, for
such is the name of the institution to which
we allude, is established within easy reach
of Hongkong, at Macao. Its headquarters
were at first in Canton, and when the
Boxer trouble broke out in 1900 it was
found by the faculty, with the Rev. Dr. O. F.
Wisner, as president, that a more convenient
habitat might, with advantage, be established
in the neighbouring Portuguese colony.
Since then the educational work of the
College has been conducted with increasing
success, and the enrolment of Chinese
pupils progresses apace with each new
term. A thorough course of elementary
education in the language and science
of the West has hitherto been aimed
at; but by a recent programme, which
we have seen, the College bids fair to be-
come one of the most important institutions
of its kind in China. It was started with
funds endowed by Americans and is incor-
porated by an Act of the United States
Congress. As nearly as can be deter-
mined at present the needs of the College,
as regards the number and kind of men
that will be required within the next few
years, convey a pretty accurate idea of
the plan, which has apparently been formula-
ted, for the enlargement of the scope of the
institution's work. During the current year
the needs are: a principal and one other
man for the preparatory department, with
the usual preparatory work at home, with the
exception of the European classical and
modern languages. One man to supply for
two or three years in the preparatory depart-
ment, and then teach in connection with
the Fitting Class, which is meant to fit pupils
for entering the preparatory department.
One physician, to act as physician to the
school and teach in some of the lower depart-
ments until the medical department is started,
which it is hoped will not be later than 1907.
During 1904, the call is for one superinten-
dent and one other person to take charge of
the Fitting Class above mentioned. For the
following year two more men for prepara-
tory work will be required, this number
to be augmented by one more man in 1906
with the addition of one professor of physics
and two physicians to make up a faculty of
four for the medical department. The limit
of increase in the staff does not stop here;
for during 1907 it is contemplated to in-
crease it by one professor of mathematics,
one professor of economics, one professor
of pedagogy, one professor of chemistry,
and two men for preparatory or supply work.
During the fifth year, i.e., in 1908 the ad-
ditional members will include one professor
of mechanical engineering, one professor of
history, one professor of philosophy and
allied subjects, one assistant in pedagogy,
and one man for preparatory or supply work.
In addition to these the development of the
scheme may call at any time for professors of
biology and geology, five more men for pre-
paratory work, a dentist, a pharmacist, and
a business manager. It will thus be seen
that the magnificent programme presented
by the Christian College in China, when
completed within the next few years, will not
lack in efficiency in any department of in-
struction for the Chinese out here that is at
present placed within reach of those desir-
ous of secondary education in Europe or
America. Dr. Wisner is at present assisted
in the faculty by Dr. A. H. Woods, Mr.
Clancey M. Lewis, B.S., and Mr. Olin D.
Wannamaker, M.A.

A RATHER interesting case is stated to be en-
gaging the attention of the City authorities
now, says the *P. and T. Times*. In 1900 the
head men of Nanphien on the Grand Canal
are said to have collected \$70,000 wherewith to
purchase supplies for the Allied Forces, but as
a matter of fact they only expended some
\$30,000 putting the remainder in their pockets,
and various claims are now being brought
against them in consequence.

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LOCAL AND GENERAL.

THE French mail of the 16th June was deliv-
ered in London on the 15th inst.

A MEETING of the Legislative Council will be
held on Monday, the 20th inst., at 3 p.m.

LeMunyon has the finest line of Opera glasses
ever looked through. Prices extremely low.—
Advt.

THE total estimated cost of the new Bombay
dock scheme amounts to Rs. 3,24,56,513. It is
proposed to apply for sanction of a loan of Rs.
252 lakhs.

THE Pahang Corporation mines in the Kuantan
district exported 777 piculs of tin ore against
7387 in the previous year, and the Blat Mines
804 piculs against 552.

U. S. MINISTER Gonger reported to the State
Department from Peking that the Chinese
Government is about to establish a mint at
Peking and mint its own silver coins.

WHILE the Misses Berkley were out shopping
this morning, a thief snatched one of their
purses and bolted down Lee Yuen Street, but
he was caught by a member of the Sanitary
Department.

WITH reference to a paragraph printed in our
columns on Tuesday regarding Hongkong
postage stamps, we now learn there was a
slight inaccuracy in the date of the first issue
of stamps in the Colony which was made in
1862, and not 1859.

A RICH merchant at Yochow has petitioned the
Viceroy for permission to operate a factory at
that place for the purpose of manufacturing
cotton yarn from native grown cotton. There
has been a small amount of cotton yarn made
in Yochow, and it is found to be better and
considerably cheaper than that shipped in.

ON the 4th ult., Secretary Hay received a cable
from U. S. Consul McWade at Canton which
says: "Governor Wong telegraphs me that over
a million natives in Kwang Si are starving and
earnestly appealing for help from American
charity. All relief distribution through the
hands of American and British missionaries."

UPON the appearance of the U. S. Government
crop report showing the present average condi-
tion of cotton to the 4th ult. to be 7.1 compared
with 9.5 last year, the cotton market was thrown
into a great state of excitement. The imme-
diate effect was an advance of six to ten points,
after which the market became easier under
realising.

It is stated that Midway Island, where the next
cable station to Honolulu will be, is to be a
naval base. The tug *Ironclad*, under Captain
and will select a site for a lighthouse. Com-
mander Popd, who was sent from Washington
to make the trip, is stated to have in hand also
the matter of making the island a defensible
station.

IT is reported from Portland, Or., that the Port-
land and Asiatic Steamship Company has put
into effect the reduced rates on flour and wheat
to the Orient in order to meet the rates
announced at San Francisco. The new rates
are \$3 per ton for flour and \$5 for wheat—a
reduction of \$2 per ton on flour and \$1 on
wheat. All the northern lines will put into
effect the same rates.

OWING to an unusual amount of sickness
among the inhabitants of Nanking, the authori-
ties have issued an order for the people to
cease piling up filth about their houses, and to
clean up about the city. The chief constable
of the place has been instructed to have the
streets cleaned and to have wooden boxes
placed about the city in which the people can
deposit the refuse from their houses.

You want an Opera glass from LeMunyon's
31, Des Vaux Road, before they are all gone.
—Advt.

A BRITISH pickle manufacturer has come to
the opinion that honesty is not always the best
policy. In order to do justice to the consumer
and to be on the safe side of the British law,
he has been making his pint bottles hold a little
more than a pint. When these pint bottles
arrived at Canada recently the manufacturer
found that there was a law in operation which
provided that any package measuring more
than a pint must pay duty as a quart.—*Kobe Chronicle*.

By kind permission of Major Radcliffe and
officers, the band of the 33rd Burma Infantry
will play the following programme of music,
during dinner, at the King Edward Hotel, to-
morrow, Friday, (weather permitting)

March "The Flying Dutchman" Frond.
Selection "The Flying Dutchman" Wagner.
Valse "The Gay Parisienne" Ivan Caryll.
Overture "The Gay Parisienne" Sullivan.
Selection "The Gay Parisienne" Sullivan.
Selection "The Gay Parisienne" Sullivan.
American Two Step "Mumblin' Men" Thurban.
God Save the King.

THUS the *Pingang Gazette* of 2nd inst.: We
have heard it whispered that there is some
probability of Sir Henry Blake, now Governor
of Hongkong, being transferred to Singapore.
We have, we believe, been accused of giving
our readers rather too much of Hongkong, but
in this instance we must apologise for referring
to that place in this connection. Sir Henry is
a man who would certainly do well with the
Chinese, but then we have the Malays as well
to consider, to say nothing of the Europeans,
and of the Malays Sir Henry has had no
experience.

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Don't neglect this chance to get a fine Kodak
for \$5 at LeMunyon's; 10 days only.—Advt.

THE speed trials of the new Austrain second
class battleship *Arpad* at Pola proves her
to be one of the fastest battle-ships in the
world. Her maximum speed is 20.12 knots an
hour, and she made an average of 19.65 knots
in a six hours' run. She was constructed by
the Trieste Shipbuilding Company.

An Indian watchman in the employ of the
Hongkong Club appeared before Mr. T.
Sercombe Smith at the Magistracy this after-
noon on a charge of larceny. It appears that
members of the Club have been losing various
articles of late, and the goods have lately been
found in a pawnshop, and the thief identified.
Prisoner was committed for trial.

THE report of the Comptroller General of
Patents, Design, and Trade-Marks for 1902
has been published as a Parliamentary paper.
The number of applications for patents was
28,766, against 26,777 in 1901. The number
of complete specifications was 14,876 against
18,583; and the number of patents sealed was
13,764, against 13,062. The number of designs
registered was 17,106, against 16,217; and the
number of trade-marks registered was 3,404,
against 3,246.

The following return of the export of silver
to China from London has just been published.

1885	6,449,400	1896	7,740,285
1886	3,593	1897	5,591,136
1887	93,266	1898	764,750
1888	318,121	1899	1,423,840
1889	5,874	1900	2,669,884
1890	3,947	1901	812,857
1891	1,985	1902	203,800
1892	147,880	1903	168,156
1893	2,399,969	Same date last	
1894	1,728,771	year	16,500
1895	1,612,523		

Fine line of rubber dating stamps and number-
ing machines just received by LeMunyon, 31,
Des Vaux Road.—Advt.

IN consequence of the death from plague at
the Berlin Hospital of the young Vienna phy-
sician, Dr. Milan Sachs, the Government has
decided to issue a decree forbidding further
experiments with plague germs, the risk of
spreading infection, being considered more
dangerous to the public health than the know-
ledge gained in studying the deadly microbe
justifies. Dr. Sachs caught the plague in Dr.
Koch's bacteriological laboratory for infectious
diseases. The laboratory is isolated and the
most minute precautions are taken at the doors
and windows to prevent the escape of the germs.
No one is allowed to approach or enter the
building except the investigators.

WE understand, says the *Daily Mail*, that
Lord Curzon has come to a definite agreement
with the Government as to an extension of his
term of office. In order to obviate the neces-
sity for a special Act of Parliament, empowering
Lord Curzon to leave India, the latter, as at
present arranged, will, at the expiration of his
term in December, retire from his position and
return to England for two, or possibly, three
months. He will then be re-appointed as
Viceroy for a further period of two years. Lord
Northcote, the Governor of Bombay, as senior
to Lord Amherst, of Madras, will act as
Viceroy during the absence of Lord Curzon
from India.

THE Superintendent of the Alice Memorial
and Netherlands Hospitals begs to acknowledge
with thanks the following donations to the
building fund of the Maternity Hospital:

Tsoi Tse Chung	...	\$10
Tsoi Chung Sui	...	10
Leung Yuk Wan	...	5
Leung Juk Shan	...	5
Fook On Tan	...	5
To K Wan Tung	...	5
Li Sing Ng	...	5
Tong Fae Chi	...	5
Lau Ling Shi	...	5
Wong Kwok Pau	...	5
Li Koh Shang	...	5
Lo Sam Chi	...	5
Subscriptions under \$5	...	36

10 days only, 10 days, Brownie Kodaks for \$5
at LeMunyon's, 31, Des Vaux Road.—Advt.

FORTIFICATIONS FOR
PHILIPPINES.

Inasmuch as Admiral Dewey fully agrees
with Lieutenant-General Miles that adequate
fortifications should be provided for the
principal ports in the Philippine there is in-
creased reason to hope that the matter may
receive favourable consideration at the next
session of Congress. As has already been
pointed out by General Crozier and General
Gillespie, the Philippine ports have not yet
been fortified simply because Congress
has voted no money for that purpose.
Army and Navy officers familiar with
conditions in the islands all admit that
the principal harbour should be pro-
vided with effective shore defences, and
once the money is appropriated, the works
can be constructed in the short order. The
Spanish batteries on Corregidor Island, which
commanded the entrance to the harbour of
Manila, and those at Cavite, were all destroyed
by Dewey and have never been restored. It is
understood that Admiral Dewey believes that
these batteries should be replaced with power-
ful modern armament which, with a
comprehensive system of auxiliary mines,
would render the harbour of Manila virtually
impregnable against attack. It is a fortunate
thing that General Miles has brought this
matter forward in his report.—*A. & N. Journal*.

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SANITARY BOARD.

A meeting of the Sanitary Board was held
this afternoon in the Board Room. Present:
The President (Hon. Dr. J. M. Aikinson,
P.C.M.O.), Hon. W. Chatham, (D.P.W.), Mr.
C. McL. Messer, (Acting Registrar General),
Capt. Lyons, (Acting C. S. P.), Mr. H. E.
Pollock, K.C., Col. Webb, R.A.M.C., Mr.
Ahmet Rumliah, Mr. E. A. Hewitt, Mr.
Mr. Fung Wa Chun, Mr. Lau Chu Pak, Dr.
Pearse, Acting M.O.H., Dr. Barnett, and Mr.
G. A. Woodcock, Secretary.

The minutes of the previous meeting were
confirmed.

PRINTING OF PAPERS.

A letter was read, as follows, from the Govern-
ment relative to the printing of Mr. Pollock's
questions and the Acting Medical Officer of
Health's reply thereto:—

Colonial Secretary's Office,
Hongkong, 2nd July, 1903.

Sir,—In reply to your letter of the 9th instant
I am directed to acquaint you for the infor-
mation of the Board that inasmuch as the ques-
tions by Mr. Pollock were put and answered at the
public meeting of the Board and fully reported in
the Public Press, Government sees no neces-
sity to incur the expense of printing, as sug-
gested, the questions and answers.—I have, &c.

(Sd.) F. H. MAY,
Colonial Secretary.

The Secretary,
Sanitary Board.

In a minute of 10th inst., Mr. Pollock wrote:
—"The Secretary's letter of the 9th June
should be attached to these papers or a copy of
it."

Subjoined is the letter:—

Sanitary Board Office,
9th June, 1903.

Sir,—I have the honour by direction of the
Board to report that the attached motion moved
by Mr. Pollock was adopted by the Board
at the meeting held on the 4th inst., and to
request authority to have the motion and the
Acting Medical Officer of Health's reply thereto
printed for circulation.—I have, &c.

(Sd.) G. A. WOODCOCK,
Secretary.

The Hon. F. H. MAY, C.M.G.,
Colonial Secretary.

The following minutes were appended. By
the Colonial Secretary, dated 10th June:—
"This was fully reported in the Press. What
is the necessity for incurring the expense of
now printing?"

By the President, Sanitary Board:—"I do not
see any need to have this printed as it was fully
reported in the papers. Somehow these papers
have only just been submitted to me; they were
misaid during the Secretary's illness.—27.6.03"

Laid on the table.

PUBLIC HEALTH AND BUILDINGS
ORDINANCE.

Mr. Pollock had given notice to move:—
That this Board suggests for the consideration
of the Government that it is desirable to amend
paragraph 51 of section 6 of Ordinance 2 of
1903 by substituting the words "pantry, pas-
sage or landing" for the words "or pantry."

That this Board suggests for the consideration
of the Government that, with a view to afford
greater facilities to persons who are turned out
of their houses temporarily in consequence of
plague, it is desirable that, in any further plague
epidemic, observation blocks be rented in each
of the following Health Districts, namely,
Nos. 1, 2, 5, 6, 7, 8, 9, and 10.

He said that since giving notice of the
first proposition he understood that a question
involving the construction of the particular
paragraph of the Ordinance was likely to be
shortly raised before the Police Magistrate,
and, therefore, he thought it would be hardly
advisable that they should discuss the matter,
although it was obvious to those who had
studied the subject that both Sections 153
and 154 of the Public Health and Build-
ings Ordinance, and also the definition
of the words "room" and "external air" would
shortly have to become the subject of
very serious consideration. He thought that
after the decision of the Police Magistrate
had been given upon the cubicle question it
would be very desirable that a sub-committee
of the whole Board be appointed to go fully into
the definition of those two words. With regard
to the second proposition he drew attention to
a misprint, pointing out that the word "further"
should be read "future." It was of no use, he
thought, having observation blocks unless they
were adjacent to the premises from which people
were turned out in consequence of plague.
Apart from the one in the Central district he
was of opinion that those East and West were
too far out to serve the purpose for which they
were intended.

Mr. Rumliah seconded.
Mr. Hewitt agreed with Mr. Pollock remark-
ing that any steps taken should be acted upon
before the plague season next year.

The motion was carried.
TO EXPEDITE BUSINESS.
The President moved a resolution to the
effect that a standing order be made regarding
the conduct of the business of the Board be-
tween its meeting.

Discussion ensued and the matter was allowed
to stand over until the next meeting.

WATER ANALYSES.

The reports of the analyses of water drawn
from the public supplies, by the Government
Analyst, for the month of June, show that
the water is of excellent quality. The water
was obtained from the Kowloon Service, Tylam,
Pokfulam, and Cheung Sha Wan supply.
Laid on the table.

FOOD AND DRUGS.

The results of the examinations, made by the
Government Analyst, under the Sale of Food
and Drugs Ordinance for the second quarter of
the year are as follows:—6 samples of whisky,
1 of gin, 1 of brandy, 2 of beer and 2 of milk.
None were found adulterated.

Laid on the table.

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BAKEHOUSE.

An application for the ground floor of No.
166, Queen's Road Central, to be registered as
a bakehouse, was refused.

PUBLIC LATRINE.

A petition was submitted relative to the pro-
posed site for the erection of a public latrine at
Tai Hang village. It reads as follows:—

13, King Street,
Hongkong, 27th June, 1903.

To the Sanitary Board.
Sirs,—Understanding that a public latrine is
to be erected close to our houses in Tai Hang
village, we have the honour to request that you
will be so kind as to reconsider the matter and
select another site for that purpose.

The position selected is far too near to our
buildings, being right behind Nos. 10 to 15,
King Street, and we are sure the inevitable
emission of offensive smells will affect the
health of the people in the vicinity. Further
its existence will have injurious effect on the
value of the surrounding houses. We there-
fore most humbly and earnestly beg that you
will select another site along the hillside where
a small latrine existing or somewhere further
west of Second Lane. Hoping you will take the
matter into your early consideration and grant
us our humble request.—We have, &c.

[Signatures].

The Acting Registrar General minutes:—
"Under the Ordinance this should have been
sent to the Colonial Secretary. It should be
forwarded to the Colonial Secretary."

The Director of Public Works minutes:—
"The Board cannot deal with this. It is too
late in any case."

The Secretary was instructed to inform
petitioners that application should be made to
the Colonial Secretary.

PUBLIC LAUNDRY.

An application for house No. 25 Austin
Road, Kowloon, to be registered as a public
laundry, was granted.

OFFENSIVE TRADE.

An application for the renewal of a fat-boiling
licence for No. 47, Queen's Road West, was
granted.

KITCHEN REMOVAL EXEMPTION.

Mr. Li Yau Chien, owner, made an applica-
tion for exemption from the removal of a
kitchen in the basement of No. 185 Queen's
Road Central, on the ground that the house is
used as a pawnshop.

Mr. Pollock minutes:—"Grant exemption
for so long as house is used as a pawnshop."

The application was granted.

LINE-WASHING.

The usual fortnightly lime-washing return
was laid on the table. For the period ended
7th inst. 2,046 houses were lime-washed. There
were 43 prosecutions involving fines to the
aggregate of \$355.

PRIVATE LATRINES.

A letter was read from Messrs. Leigh and
Orange on behalf of the owner of certain
premises in Lower Castle and Seymour Roads
with reference to proposed arrangements for
providing latrine accommodation to those
houses.

PUBLIC CONVENIENCES.

Application was made by Messrs. Leigh and
Orange on behalf of the Hongkong Tramway
Co

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.

(From Our Own Correspondent.)

BOMBAY, 16th July.

The P. & O. Steam Navigation Company's steamer left Bombay yesterday afternoon with about 1,000 chests of Malwa opium.

The prices are:—

Malwa New.....Rs. 1,240
Old....." 1,310
Oldest....." 1,440

(Reuter's.)

The King's Visit to Ireland.

LONDON, 14th July.

The Dublin Corporation, after four hours of stormy proceedings, has decided by 30 to 37 votes, not to present an address to the King on his forthcoming visit.

The Unionist Free Traders.

At a meeting of the Unionist Free Traders under the presidency of Sir Michael Hicks-Beach, it was unanimously decided to take steps to obtain a full debate in the House of Commons on Mr. Chamberlain's fiscal proposals before the end of the Session.

Preferential Duties.

Correspondence between Great Britain, Germany and Belgium, arising out of Canada's preferential duties in favour of the Mother Country, shows that if other Colonies, notably South Africa, give preference to Great Britain, Germany proposes to impose a higher tariff on all British imports.

LATER.

Great Britain and France.

The National Fête celebrations in France yesterday were the occasion of numerous cordial demonstrations in Great Britain, and also of a banquet at Sydney at which the Governor, Sir Harry Rawson, toasted the Anglo-French rapprochement, the toast being received with enthusiasm.

The Somaliland Expedition.

The casualties in the Somaliland expedition, from the beginning to the battle of Ergo on the 1st July, amount to 17 British Officers, seven of other ranks and 339 natives. The cost of the expedition, from the time the War Office undertook operations, is about £450,000 and the present cost about £5,000 per month.

A FORGERY CASE.

PRISONER BEFORE THE MAGISTRATE.

Chan Yik, a shop coolie, appeared before Mr. J. H. Kemp at the Magistracy this afternoon to answer three serious charges against him, as follows:—1st.—On the 15th ult., demanding and obtaining a registered letter by virtue of a forged instrument, knowing same to be forged; and.—On the 15th ult., forging and uttering a draft on the Chartered Bank of India, Australia and China for the sum of \$14 with intent to defraud; 3rd.—On the 17th ult., demanding three registered letters from the Postmaster General by virtue of three forged instruments knowing same to be forged. Prisoner pleaded not guilty and was defended by Mr. J. Hastings, (of Messrs. Deacon and Hastings). The evidence of a postman was heard. He stated that at 2.15 p.m., on the 15th ult., defendant went to the Post Office and asked for Wing Loong's letter. Witness gave him the letters, and defendant chopped and signed a receipt for them. About 2.45 p.m. on the same day a *joki* from the Wing Loong firm called for their letters. Witness told him that somebody had already taken away the letters. He then reported the matter to the No. 1 who told him that, if anyone called again from Wing Loong for letters he was to arrest him. At 11 a.m. on the 17th ult. defendant returned and asked for Wing Loong's letters which were then handed to him. He signed and chopped receipts and was then and there detained and taken to the Postmaster General who sent for the Master of the Wing Loong firm and asked him if defendant was his *joki*. The master of the shop stated that he was not, whereupon a detective, who was then on duty in the office, was sent for and defendant was removed to the Station.

A shroff of the Chartered Bank was sworn. He said that on the 15th ult. defendant called at the Bank gave his name as Ley Yuen from the Wing Loong firm. He then produced a draft, and witness paid him \$120 odd, and received the bill.

Mr. Hastings then cross-examined the shroff and defendant was subsequently committed for trial.

ACCORDING to advices recently received from Ceylon, Para-rubber is "rapidly taking its place as one of the most important cultivations of the Island." During the past year 250,000 seeds were distributed from the trees in the Hendratgoda Gardens, from which good yields have been obtained. With these satisfactory observations a note of warning is given to planters. It is important, it is urged, that the Ceylon name in the London market as representing the best quality of this rubber should be maintained, and that carelessly prepared or inferior rubber should not be exported. Rubber, it is hoped, will prove one of the most valuable of the crops of Ceylon.—*Indian Scotsman.*

ASK for ASAHI JAPANESE BEER—G. G. G. G.

THE "RUBI" COLLISION CASE.

The action arising out of a collision, which occurred between the Sun Kwon Hop fishing junk and the s.s. *Rubi* was continued at the Supreme Court this morning before the Chief Justice, Sir W. M. Goodman and Capt. E. Beetham (s.a. *Turtas*) as assessors.

Mr. M. W. Slade instructed by Mr. H. J. Gedge, of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. E. H. Sharp, K.C., (instructed by Mr. H. W. Looker, of Messrs. Deacon and Hastings), represented the defendants.

Capt. Almond continued his evidence and, examined by Mr. Sharp, said that the *Rubi* could not have crashed through the junk as alleged, for when he saw her after the collision both her masts were standing with sails set. A part of the upper part of the stern was splintered. Upon arriving at Hongkong he made a thorough examination of the *Rubi*'s bows and found a wavy line scratched on the port side. There were no other marks whatever on the ship.

After the adjournment for tiffin, Mr. F. H. Sharp addressed the Court on behalf of the defence. He stated that the case, of course, turned entirely, from his point of view, upon the question of the junk's lights, and he would not trouble his Lordship with any considerable recapitulation of the evidence on the matter. That which had been said by the witnesses for the *Rubi*, he thought was exactly in accordance with the account of the occurrence written in the official log at ten o'clock the same morning. The defaults charged against the *Rubi* were of a vague and indefinite character, and no wrong manoeuvre on the part of the steamer appeared to have been suggested. In fact, the allegations amounted to nothing more than the statement that a collision had occurred, which *prima facie*, unless prevented by the junk's defaults, it was the *Rubi*'s duty to avoid. He disputed that the evidence showed the *Rubi* had been recklessly navigated, and said that the allegation regarding the lost out was, in a sense, another random allegation. Regarding the evidence as to the junk, Counsel dwelt on the question of lights, observing that according to the local Ordinances she failed to carry, in the territorial waters, a "bright light visible all round," while, if she had been outside of those territorial waters, she certainly did not exhibit the regulation red and green lights, as she should have done. He observed that, although he was unable to say exactly how far south of the line the collision occurred, it was quite clear it took place a considerable distance southwards—two witnesses were certain on the point that they never got within a mile or a mile and a quarter of Putoy Island. Then there was the question of look-out kept by the junk, and with regard to this Counsel contended that if as they said they saw the steamer two miles away it was a case of what was termed a "deliberate suicide." He maintained that the junk alone was to blame for the occurrence.

Mr. Slade dwelling on the veracity of European and Chinese witnesses observed that on account of the unusual difficulties native witnesses had to face it was practically impossible for a junk owner to win an action in the Court unless they could prove, out of the mouths of the witnesses called for the ship, that they (the witnesses) were gravely inaccurate in their statements. He drew attention to the apparent inaccuracies in the evidence submitted by witnesses for the *Rubi*, and spoke on the various facts brought to the notice of the Court.

(Proceeding.)

THE BRIBERY CHARGE AGAINST JOHANNSON.

At the Magistracy this afternoon before Mr. Kemp, Niels August Johannson, assistant Inspector of Markets, was charged on remand with accepting the sum of \$10 from Ip Chun, Wo Kan, and Lam Hing Shan, with a view to influence his conduct as a public servant, contrary to section 3 of Ordinance 3 of 1897. The defendant was remanded till the 23rd inst.

CHINESE DECORATIONS FOR FOREIGNERS.

A circular dispatch has been recently sent by the Viceroy to the Viceroys of the Peking and Nanyang administrations and the various Chinese Ministers abroad stating in future whenever a foreigner is recommended for the decoration of the Double Dragon star and document referring to same will be furnished by the Viceroy alone in order to secure uniformity of appearances, etc. It appears that the practice has been that when the Viceroy of the Nanyang (at Nanking) recommends a foreigner for the Double Dragon and obtains the consent of the Throne, the decoration is then made by some silversmith in Shanghai while the commission attached to the decoration is written out by one of that Viceroy's secretarial staff, and that when a Chinese Minister abroad obtains from the Throne a decoration for a foreigner abroad the star is made by a silversmith in the country to which that Minister is accredited and the commission drawn out at his Legation, and so on. Naturally the decorations worn by the foreign recipients are often unlike either in size, make, or appearance, and the documents also different in many ways. Indeed cases have been known when complaints in this respect have also been received from foreign recipients asking that their decorations be changed for stars like those worn by certain others (named) who it seemed had been decorated with the same kind of rank nominally. This trouble will, however, not occur again, as the dies for the decorations will henceforth be taken care of by the Viceroy and the documents attached to the decorations also issued by that Board. Everything will assume, that uniformity which is so useful in things like these.

BOYCOTTING CHINESE.

The San Francisco Argonaut says:—After thirty years of agitation and twenty years of legislation against the coming of Chinese labourers into this country, the labour organisation have decided that there is a more effective method of restriction. Exclusion laws have always been unsatisfactory, because Eastern sentiment against exclusion has prevented the enactment of sufficiently stringent laws. Moreover, the defect of the laws that were passed have been intensified by the half-hearted manner in which they have been enforced in some places. A writer in the *Labour Clarion*, the official organ of the trades-unions in this city, points out the changed attitude of organised labour. Formerly the antagonism was expressed by acts of personal violence and abuse—a policy which, however much it might worry the Chinese themselves, gained no new supporters of the exclusion policy. The labour unions, in their struggles against capital, however, have discovered a weapon they are using effectively against the Chinese. This is the boycott. The Broommakers' Union, for instance, has organised a campaign against those who handle Chinese-made brooms. One firm has been boycotted while, on the other hand, a number of dealers have signed agreements to handle none but union-made goods. Other trades are adopting the same tactics, and that Chinese laundrymen, admit that their business has been seriously injured. It is predicted by the unionists that, with only the usual semi-active enforcement of restrictive laws, they can now make business so unprofitable for Chinese that they will stay away.

WAR PREPARATIONS IN PORT ARTHUR.

[BY GEORGE LYNCH.]

We anchored at the harbour's mouth last night, and were about to go in this morning when a Russian naval officer came on board and directed us to wait until the afternoon. The reason soon became apparent, as, one after the other, warships began to come out through the narrow entrance, the last, a battleship of 12,000 tons, saluting the admiral. They anchored in a line outside under the almost perpendicular cliffs, which were crowned with forts, or rather batteries of big guns, for Nature has practically constructed the forts, and has only left the engineers some levelling and tunnelling to do. They then commenced some manoeuvres. There were two flagged buoys anchored outside the line, and one after another the vessels passed between them and went off at full speed to different points of the horizon, leaving lines of heavy smoke fanned out from the harbour's mouth, that dwindled away and then disappeared altogether. Three hours afterwards they began to appear again, first a blot of smoke, increasing to a dense streaming cloud, and the white streak of water waving from their bows and stern. It seemed to be a speed test, and some of them were going at a terrific rate as they returned the flags.

When we were allowed to go inside in the afternoon, on passing through the narrow portals of the harbour one saw at once what an impenetrable retreat Russia has got in the Pacific. On the right-hand side eight destroyers were lying beside the wharves and in docks, and torpedo-boats seemed to be everywhere in each crevice of the harbour. There were ten, I counted, as we entered, but during the days following I seemed always to be coming on others in unexpected places.

At the inner side of the fort on the right-hand side of the entrance most elaborate work was in progress, and the summit of the Gibraltar-like rock was blue-spotted with Chinese coolies. On the opposite side dredgers were extending the anchorage, and the result of their labours was apparent already over half the area of submerged mud which when they have done with it will be able to accommodate more ships than Russia will ever have in the Pacific. There was quite an astonishing amount of bustle and activity when one landed on shore. It was altogether different from any other place to be found in the East. An overmastering energy seemed to be driving these streams of coolies that jostled and shouted and pulled heavy loads through the crowded streets, and even the coolie labour seemed insufficient—a line of junks near the landing place with cargoes of fodder was being discharged by Cossacks. Every other few yards one passed Russian soldiers in uniform—officers in their smart light-grey overcoats, or companies tramping through the streets with their simple war-soldier outfit and their bayonets always fixed. Five thousand fresh troops had arrived the day I landed. I was told troops often arrived—they never go away. A friend of mine there whose chief pastime is horse-riding told me it was simply extraordinary the number of new barracks they are building in various directions behind the twenty-eight forts that crown the environing hills. The most drastic and startling of their various preparations is the order that the whole of the old town is to be evacuated. All the men who have offices, places of business or residences occupy them under leases in which is the clause that they must clear out at six months' notice. This notice they have all received. The old town is to be converted into a huge barracks. A new town is being prepared for them, however, and the building of it is now in progress of feverish activity about a mile from the old one. It is planned on the broad and ample lines of Dally. As yet not many houses are completed, but the uprising walls mark the course of the future streets. A big restaurant and official buildings are completed, and the afterwards I was there a military band was playing in an unadorned park to an audience of half a dozen nondescript listeners. It would be laughable if one did not see the deep earnestness of underlying seriousness in it all.—*P.M.G.*

ASK for ASAHI JAPANESE BEER—G. G. G. G.

AMERICAN COTTON MANUFACTURERS.

FACTURERS AND EXPORT TRADE.

The fact that American cotton manufacturers are increasingly interested in the subject of extending their foreign markets is indicated by the fact that one of the principal papers read before the recent meeting of the Southern Cotton Spinners' Association at Charlotte, N.C., was devoted to this subject. It was prepared by Mr. Laurus Loomis, of the well known firm of Catlin & Co., and treated the subject in a very interesting and instructive manner. After calling attention to the rapid growth of American trade in cotton goods in the Philippines, Mr. Loomis pointed out that still greater progress might be anticipated as soon as steamship lines are established plying frequently and regularly between American ports and Manila, and when the harbour improvements under construction and projected make Manila the shipping centre of American business in the Orient and a successful rival to the great distributing ports of Hongkong and Singapore. After discussing at some length the existing situation in Manchuria with reference to the trade in cotton goods already enjoyed by American manufacturers, Mr. Loomis endorsed the recommendations recently made by Mr. Miller, the United States Consul at Newchwang, viz.: (1) The establishment of direct trade with Manchuria instead of through Shanghai and Hongkong; (2) that the United States urge the opening of Manchuria to the trade of all the world; and (3) that a new Consulate-General be established at that province.

Mr. Loomis also referred to the extreme importance of establishing American banking houses abroad as an auxiliary to the extension of the commerce of this country, mentioning the branches already established by the International Banking Corporation and the Guarantee Trust Company of New York at various points in the Orient. In conclusion, Mr. Loomis strongly urged the desirability of passing laws favourable to the increase of the American merchant marine, and especially the establishment of lines to the Orient.—*Dun's Magazine.*

THE ESTABLISHMENT OF A STABLE EXCHANGE is not the only desideratum to be wished for, for besides this impediment there are others in our way, namely, the fact that China competes with us by her local productions and that Japan having ceased to be a consumer of our yarns since 1890 sends her extra productions to China. In spite of these competitive factors which are beyond our control, and hence irremediable, our yarn is in great demand as evidenced by the following figures:—In 1902 the yarn exported to China was 555,000 bales being 19,000 bales more than that in January 1901, the balance of unsold stock in January 1903 not being more than that in January 1902. The fluctuation of exchange is the only item we can by representation to Government remedy, as the fixing of it would no doubt redound to the prosperity of our trade. In 1900 before this very Association as a means of salvation for our spinning industry, I dwelt on the utter urgency of turning our attention to the manufacture of yarn and cloth of finer counts, whereby we could profitably divert a great portion of the yarn we are exporting to China, to our own local consumption thereby to a great extent doing away with the disadvantages of the foreign market.

CURRENCY AND EXCHANGE. In seconding the adoption of the annual report, Mr. Sassoon J. David said (inter alia):—

There is another subject that has been for years past agitating the world of commerce, not only in China, but in almost every part of the world. I refer to the continuous decline in silver which has played such a great part in crippling our industry and penalising our export trade. Without going deeply into the currency problem, I must say that it is beyond question that the closing of the mints has grievously hampered our trade with silver using countries, and adversely affect the agricultural interest of India. I cannot therefore help thinking that but for our meagre advantage in the shape of indigenous cotton, our position would have been worse than precarious. It seems useless at the present moment, to hope for any assistance from Government the fiat has gone forth, and we must do our best to keep our heads above water, while Government is calmly looking on at the struggle. It will be also useless to picture to ourselves what might have been our present condition but for this fiat of Government. Japan would have had no advantage over us in competing for the China market, while China itself would have found it very unprofitable to put up her own mills. As it is Japan is pouring hundreds of thousands of bales of yarn annually into China; and China is in her turn learning to manufacture her own thread. The only practical remedy for our exchange trouble with China would, I venture to think, be found in the establishment of a good standard by China, as suggested by so many competent authorities. The foreign powers interested in the trade of that vast country can and ought to help her to "go gold," so that she might be brought into line with gold using countries for the benefit of the world's trade. A movement is now on foot to take advantage of the approaching visit to Jombay of H.B.M.'s Minister at Peking to express to him the views of this Association on this subject.

GREAT BRITAIN IN CHINA.

British commercial prospects in the Far East would seem to be in a parlous way just now, if the *Times* correspondent at Peking has correctly grasped the situation. The China market, so far, has certainly not fulfilled the sanguine expectations with which we joined the other Powers in signing the Peace Protocol two years ago, but this disappointment doubtless is largely due to transitory causes, including the great destruction of property and impoverishment of the people by the war, and there would not be much cause for anxiety if we were still holding our own relatively to other Powers. Unfortunately this is precisely where the shoe pinches. We are distinctly losing ground and influence, it seems, and imperilling our future trade by the laissez faire policy which is being pursued by our merchants and financiers, as well as by the Government. This remark has reference more particularly to the railway development of China, which lies at the root of the commercial, as well as the political, question by determining to a great extent the future channels of trade. It is true that British company promoters have obtained a fair share of the numerous railway concessions granted by the Chinese Government, but with few exceptions, these concessions lie dormant, whilst other countries are successfully pushing forward their lines and obtaining fresh concessions in districts, calculated to prejudice our interests and weaken our position even in the Yangtze Valley. The fact is (says the *Birmingham Post*) that our financiers have, to use an American idiom, "bitten off more than they can chew," and committed themselves to larger undertakings than they can conveniently float. With the exception of the Peking Syndicate's railway of ninety miles, which is now approaching completion, from the coal measures in Honan to the Wei River, whence the coal will be shipped by water to Tientsin, little or nothing is being done in the way of railway construction by British companies. Even the British and Chinese Corporation, who five years ago secured a concession for an important railway from Nan-tin to Siyang, have done nothing yet to utilise the grant, which the Chinese Government now threaten to cancel. In some cases, it is the supineness of our capitalists that is at fault. In others the stumbling block is the Chinese Government. In illustration of the latter difficulty, we are told that the corporation above mentioned has recently been refused a valuable concession, on the ground that it had already been purchased by a native financier, but the authorities declined to name the favoured individual or give any information regarding the scheme; and the general assumption is that the native capitalist is a man of straw acting as proxy for some foreign Power. In another case the claim of the Peking Syndicate to build a railway from its coal mines at Shansi to a necessary outlet on the Yangtze is opposed by France, in the interest of a Franco-Belgian syndicate, although the right of the syndicate to this easement has been more than once officially recognised. Meanwhile new concessions are being obtained in various directions by Russia, Germany, and Belgium, in every case with Chinese Government guarantee, and if only half of them are carried out our position in the Yangtze will be seriously compromised. The Royal adjuration to outsiders to "wake up" seems to be badly needed just now by some of our capitalists and railway promoters, as well as by his Majesty's Government's representatives in China.

INDIA'S YARN TRADE.

WITH CHINA.

Speaking at the annual meeting of the Bombay Millowners' Association the Chairman, Mr. Bomanjee Dinshaw Petit, said:—In the interests of the trade I am constrained to go over the same ground as I did last year, and that is the closing of the Mints, the results of which have had a very deterrent effect on our spinning industry. This procedure on the part of Government has had the direct effect of lowering the exchange in China; the fluctuations of which are so varying in their character as to upset the most careful calculation. We ought, therefore, to devote our serious attention in trying to devise means whereby a factor that handicaps us could be successfully stemmed and nullified. It would not help us to merely record our complaint at a meeting like this. From the drift of Government policy, we see no likelihood of the Mints being opened again, and rather than agitate for a measure which is hard to obtain, we must by a concerted movement, supported by substantial and irrefutable facts ask the intervention of Government in devising such measures as may lead to the establishment of a steady exchange for China whatever that equivalent reasonably be.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"

Captain Spiesen, will be despatched as above on or about SATURDAY, the 25th July, to be followed by the s.s.

"BARON DRIESEN."

Captain Laurent, on or about THURSDAY, the 20th August, to be followed by the s.s.

"NORDEN." Apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 16th July, 1903. [7616]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON, PENANG AND SINGAPORE.

THE Company's Steamship

"LALPOORA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON of the 18th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 16th July, 1903. [8596]

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COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer..... 8 1/2

Bank Bills, on demand..... 1 1/2

Credits, 4 months' sight..... 9

D'cents 4 months' sight..... 94

ON LONDON, Bank Bills, on demand..... 2 1/2

Credits, 4 months' sight..... 20

ON NEW YORK, Bank Bills, on demand..... 42

Credits, 30 days' sight..... 42 1/2

ON BOMBAY, Telegraphic Transfer..... 12 1/2

On demand..... 7 1/2

ON SHANGHAI, Telegraphic Transfer..... 11 1/2

Private 30 days' sight..... 11 1/2

ON YOKOHAMA, T.T. 11 1/2

Governments, Bank's Buying Rate..... 11 1/2

Gold Leaf 100 touch, per tael..... 61.50

Silver..... 2 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

MALWA NEW..... 9 1/2

LAST YEAR..... 10 1/2

OLDEST..... 10 1/2

PUNA NEW..... 10 1/2

OLD..... 10 1/2

BENARES NEW..... 10 1/2

OLD..... 10 1/2

PERSIAN (PAPER)..... 7 1/2

ASK for ASAHI JAPANESE BEER—G. G. G. G.

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DECAULON"	On 4th September.

S.S. "DIOMED" left Singapore 11th inst. a.m. and is due here 16th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"TYDEUS"	On 18th August.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 20th August.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 1st September.
MARSEILLES, LONDON & ABERDEEN	"MOYUNE"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.

S.S. "PELEUS" left Shanghai 16th inst. a.m. for Foochow and this, and is due here 20th inst.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 10th August.
	"DECAULON"	On 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE, AMOY, SAMARANG and SOERABAYA.	"HUPEH"	17th July.
SHANGHAI	"SHANTUNG"	17th "
KOBE	"WOOSUNG"	18th "
CEBU and ILOILO	"TSINAN"	25th "
MANILA	"KAIPOH"	27th "
PORT DARWIN, THURSDAY IS., LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD., NEY and MELBOURNE.	"TAIYUAN"	27th "
	"SUNGKIANG"	29th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Ports in the North China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 25th July, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 15, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th July.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd July.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 24th July.
FOR ANPING	"MAIZURU MARU"	T. Saito	SUNDAY, 26th July.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly-qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 16th July, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th July, 1903. [804c]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare, \$4 Single Journey. Meals \$1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [322c]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"ALEXIA,"
Captain Schönfeldt, will be despatched for the above Ports TO-MORROW, the 17th instant, at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th July, 1903. [850c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain Raskevich, will leave for the above places on SATURDAY, the 18th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 10th July, 1903. [800c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUM-ANG,"
Captain Bulter, will be despatched as above on TUESDAY, the 21st instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 15th July, 1903. [845c]

TOYO KISEN KAISHA

MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	E. P. Bishop	3,869	FRIDAY, 17th July, at 11 A.M.
ROSETTA MARU	N. Tate	3,876	THURSDAY, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th July, 1903.

K. NAKASHIMA, Manager.

Hongkong, 11th July, 1903. [171c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"
3,600 Tons, Captain A. E. Moss, will be despatched for the above Port TO-MORROW, the 17th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

T. SAKAYANAGI,
Acting Manager.

Hongkong, 9th July, 1903. [811c]

THE Company's Steamship

"TRIESTE,"
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st July.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 30th June, 1903. [687c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain W. G. MacArthur, will be despatched for the above Ports, on WEDNESDAY, the 29th instant, at Noon.

This Well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd July, 1903. [178c]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. SUNDAY included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steage, \$0.50.
Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 22nd June, 1903. [697c]

EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI,"
will leave her wharf, opposite Central Market, EVERY SUNDAY (during the Summer Months) at 8.30 A.M. returning at 8 P.M. or later.

FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5. A Malshed for Sea Bathing is provided and Bathing Clothes, &c., provided at a reasonable rate.

SAM WANG & CO., LD.,
Hongkong, 30th June, 1903. [714c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 11 A.M.

For Freight or Passage apply to

DOUGLAS, LARRAIK & CO.,
General Managers.

Hongkong, 16th July, 1903. [843c]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
via PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. About

"MACDUFF" 15th July.

"SAINT BEDE" 25th July.

"ORO" To follow.

"MOGUL" To follow.

"SATSUMA" To follow.

For Freight and further information, apply to

DOUGLAS, LARRAIK & CO.,
Agents.

Hongkong, 2nd July, 1903. [330c]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI,"
Captain D. Clark, will be despatched as above on or about SUNDAY, the 26th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th July, 1903. [818c]

Auctions.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shek Tong Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Shek Tong Tsui.	100 ft. by 100 ft.	10,000	\$100	\$1,000

Hongkong, 11th July, 1903. [822c]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Peak Road, in the Colony of Hongkong, for a term of 75 Years from the date of commencement of R.B.L. No. 112, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Peak Road.	100 ft. by 100 ft.	10,000	\$100	\$1,000

Hongkong, 11th July, 1903. [843c]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Tai Hang Village, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1.	Tai Hang Village.	100 ft. by 100 ft.	10,000	\$100	\$1,000

Hongkong, 11th July, 1903. [814c]

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, AND LONDON via STRAITS.

THE Steamship

"MERIONETHSHIRE,"
Captain G. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All claims for damage must be sent in before the 15th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th July, 1903. [853c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—
From Odessa, ex s.s. Maria Teresa transhipped at Port Said.
From Venice, ex s.s. Venus transhipped at Trieste.

Optional Cargo will be despatched here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

STYLISH DRESSMAKING.

COSTUMES MADE UP IN THE LATEST FASHIONS
OF PARIS, LONDON AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND
GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR
LADIES AND CHILDREN.

WILLIAM POWELL, LTD.

HIGH CLASS DRAPERS.

34, Queen's Road Central,

Hongkong.

July 3rd.

R. G. HECKFORD,
MANAGER.